

BROWN & HICKS.

Fifth Wheel.

No. 279.

Patented July 17, 1837.

Fig. 1.

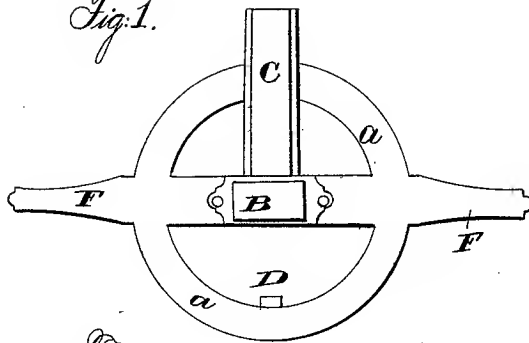


Fig. 2.

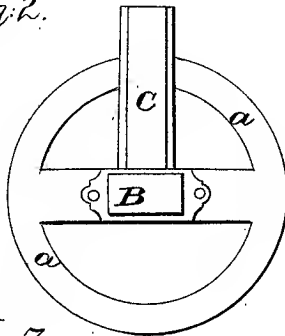


Fig. 3.

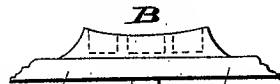


Fig. 4.

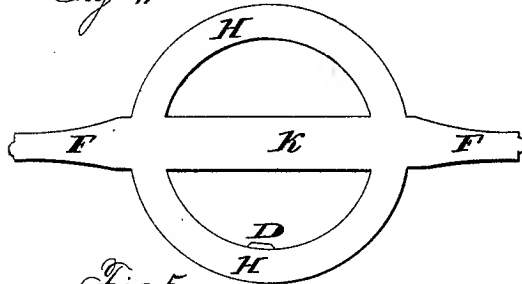
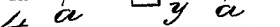
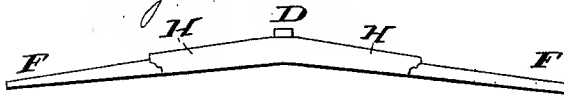


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

SAMUEL C. BROWN AND LEVI J. HICKS, OF MACEDON, NEW YORK.

CONSTRUCTION OF CARRIAGES.

Specification of Letters Patent No. 279, dated July 17, 1837.

To all whom it may concern:

Be it known that we, SAMUEL C. BROWN and LEVI J. HICKS, of Macedon, in the county of Wayne and State of New York, have invented a new and useful Improvement on Fifth-Wheels of Carriages or Wagons; and we do hereby declare that the following is a full and exact description thereof.

10 The improvement consists of two horizontal cast iron wheels (see Figure 1); the lower wheel to be made fast to the forward axle-tree of the carriage by bolts or otherwise; the upper surface of said lower wheel (see Fig. 5) to be convex in the direction of the axle tree sufficiently so to favor the inequalities of the road; there is also to be a flanch (see Fig. 4—letter D) on the inner circumference of the rim on the front part of the upper surface of said lower wheel pressing against the inner circumference of the upper wheel (see Fig. 1—letter D) to prevent a violent or unusual strain of the kingbolt. The upper wheel (see Fig. 2) to rest on the lower wheel (as see Fig. 1); there is to be a flange on the inner and lower

part of the circumference of said upper wheel (see Fig. 3 letter G) and directly under the socket (see Fig. 2, letter C) that receives the reach or perch; there is to be a head block (see Fig. 2 letter B) of cast iron, cast with said upper wheel, and to be fitted to the spring of the carriage. There is to be, also, an open socket cast with said upper wheel (see Fig. 2 letter C) and directly over one of the flanches (G—Fig. 3) above mentioned to receive the reach or perch.

What we claim as our invention and desire to secure by Letters Patent is—

The use and application of cast iron in the construction of the fifth wheel in combination with the convexity of the lower wheel, the flange attached to said lower wheel, the flange on the upper wheel and the socket that receives the reach or perch.

The twenty-seventh day of June, 1837.

SAMUEL C. BROWN.
LEVI J. HICKS.

Witnesses:

F. S. LOVELL,
W. F. ALDRICH.